

COUNTRY

Soviet Troop Trains

EVALUATION 25X1

PLACE OBTAINED 25X1

DATE OF CONTENT 4 to 10 October 1952

DATE OBTAINED

25X1

DATE PREPARED

27 October 1952

REFERENCES

25X1

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REMARKS

Summary of paragraph 1 was previously reported

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# REFERENCE COPY

**DO NOT CIRCULATE**

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1. The following troop trains were [ ] in [ ] Berlin [ ]  
25X1 [ ] between 6 and 10 October 1952:

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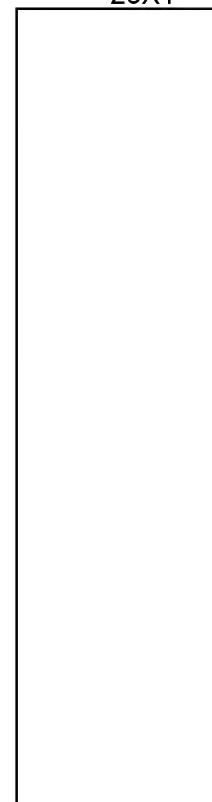
25X1 Date in October Composition of Troop Trains

From

To

25X1

25X1	6	20 boxcars	Neustrelitz	Dallgow-Doeberitz
		11 boxcars	Neustrelitz	Neuruppin
		1 boxcar and 26 flatcars	Wiesenburg	Crawinkel
		1 boxcar, 10 converted boxcars and 24 flatcars	Wrfurt	Wiesenburg
7		5 boxcars, 6 converted boxcars and 19 flatcars	Brandenburg	Dessau
		1 boxcar, 7 converted boxcars and 23 flatcars	Wiesenburg	Ohrdruf
		10 boxcars and 24 flatcars	Wiesenburg	Ohrdruf
		2 boxcars and 24 flatcars	Wiesenburg	Ohrdruf
		13 boxcars and 30 flatcars	Wiesenburg	Ohrdruf



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8	10 boxcars and 45 flatcars	Brandenburg	Dessau	
	6 boxcars and 32 flatcars	Templin	Dessau	
	17 boxcars and 47 flatcars	Premnitz	Dessau	
	44 flatcars	Wiesenburg	Crawinkel	
	11 boxcars and 37 flatcars	Brandenburg	Dessau	
9.	6 boxcars and 33 flatcars	Dessau	Gross Pehnitz	
	11 boxcars and 47 flatcars	Dessau	Buschow	
	an undetermined number of cars	Altengrabow	Rathenow	
	an undetermined number of cars	Altengrabow	Wildpark	
10	an undetermined number of cars	Altengrabow	Wildpark	

2. Orders by the Soviet transportation headquarters to the Berlin railroad district headquarters included:

25X1 On 4 October, Shuttle-train [ ] of 10 cars bound for Neinsdorf, and shuttle-train [ ] of 12 cars bound for Cottbus were loaded at the Juckerlog-Altes Lager railroad station. (1)

25X1 On 7 October. The troop trains [ ] from Seddin were redispached to the Halle railroad district.

On 9 October. Shunting locomotives were to be made available at the following railroad stations: Rathenow, Rathenow-Nord, Gross Pehnitz, Nennhausen, Buschow and Premnitz. (5)

25X1 [ ] Comments.

- (1) During the previous exchange of personnel between Eastern Germany and the U.S.S.R., discharges were transported by shuttle-trains to processing points and recruits from these transit points to their posts.
- (2) On 6 October 1952, three troop trains from Wiesenburg to Crawinkel were reported by the same source. It was assumed that these trains possibly carried elements of the 43d Army Arty Rgt which returned from Altengrabow to the area of the Eighth Gds Army. The assumption in the reference report, however, is no longer valid, as, according to another source, units of the Eighth Gds Army, including tank and AT gun units, were concentrated in the Wiesenburg area probably for field exercises. Thus it is believed that the troop trains mentioned in the reference report and the trains in the present report went empty from Wiesenburg to Chodruf and Crawinkel, after they had been used for the transportation of units of the Eighth Gds Army.

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(3) These troop trains possibly transported units which were to participate in the field exercises in the Dessau area, probably of the Eighth Gds Army. The troop trains from Brandenburg and Premnitz probably carried elements of the 124th Mv How Arty Brig (US) and the 25th M. Brig respectively.

(4) The troop trains from Altengrabow probably carried components of the 6th and the 34th Arty Div (US) back to their home stations. These units had not left Altengrabow for the fall maneuvers on 18 and 19 September 1952.

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(5) The assembling of shunting locomotives at the railroad stations mentioned indicates that the second fall maneuvers by units of the Fourth Gds Arty from Templin held in the area south of Rathenow were completed on about 9 October 1952. Compare with the information on transportation of

25X1 these units between 2 and 5 October 1952.

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